



County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
<http://ceo.lacounty.gov>

WILLIAM T FUJIOKA
Chief Executive Officer

Board of Supervisors
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MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

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Fifth District

January 2, 2014

To: Supervisor Don Knabe, Chairman
Supervisor Gloria Molina
Supervisor Mark Ridley-Thomas
Supervisor Zev Yaroslavsky
Supervisor Michael D. Antonovich

From: William T Fujioka
Chief Executive Officer

A handwritten signature in black ink, appearing to read "W. T. Fujioka", with a large, stylized flourish at the end. Below the signature, the word "for" is written in a smaller, cursive script.

REPORT BACK ON THE CONGESTION MANAGEMENT PROGRAM (ITEM NO. 56, AGENDA OF JANUARY 7, 2014)

Item No. 56 on the January 7, 2014 Agenda is a report back as requested by the Board on June 20, 2013 in response to a motion by Supervisor Knabe instructing the Chief Executive Officer to: 1) send a letter to the Los Angeles County Metropolitan Transportation Authority (Metro) indicating the Board's support for Metro to work with the County's Legislative Delegation in Sacramento to ascertain whether the Congestion Management Program (CMP) is still an appropriate, useful, and consistent tool aligned with the State and regional objectives; 2) report back to the Board regarding any State findings and legislative changes to the CMP statute; and 3) report back with recommendations on the next steps to work with Metro and others on meeting the CMP requirements no later than the first regular Board meeting in January 2014.

Existing Law

The Congestion Management Program was established in 1989, negotiated as part of a transportation package between the Governor and the Legislature, to increase transportation revenues and change State transportation planning processes by increasing the State's gas tax, increasing truck weight fees, and dedicating additional sales tax revenues generated from the increase in the gas tax to specified transportation programs. Specifically, AB 471 (Statutes of 1989, Chapter 106) established the CMP and requires all urbanized counties with populations over 50,000 to develop and adopt a CMP, and update it biennially.

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According to Metro, the CMP was created to link local land use decisions with their impacts on regional transportation and air quality and to develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel. The CMP statute requires the following elements:

- A system of highways and roadways with minimum level of service performance measurements designated for highway segments and key roadway intersections;
- A performance element including measures to evaluate multimodal system performance;
- A travel demand element promoting alternative transportation strategies;
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs of mitigating those impacts;
- A seven-year capital improvement program of projects that benefit the CMP system; and
- A deficiency plan, when level of service standards are not maintained on portions of the CMP highway system.

The State's gas tax and truck weight fees increases took effect in 1990 after voters approved modifications to the State's appropriations limit contained in Proposition 111, "The Traffic Congestion Relief and Spending Limitation Act of 1990." Proposition 111 also enacted AB 471 and directed revenues from the increased the gas tax and truck weight fees to be used to reduce traffic congestion by building State highways, local streets and roads, and public mass transit facilities; among other provisions. In addition, Proposition 111 established a process for each metropolitan county in California to designate a Congestion Management Agency (CMA) that would be responsible for development and implementation of the CMP within county boundaries. Metro is the designated Authority for the Los Angeles County region.

Status Report

As directed by the Board, on June 27, 2013 this office sent the attached letter to Metro expressing the Board's support for Metro to work with the County's legislative delegation in Sacramento to investigate, hold hearings and ascertain whether the Congestion Management Program is still an appropriate, useful and consistent tool aligned with State and regional objectives.

Each Supervisor
January 2, 2014
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This office also reached out to Metro to inquire as to their work on this issue and to offer support and assistance. Metro indicated that its Board passed a motion in June 2013 requesting a legislative hearing regarding the relevancy of the CMP in light of more recently passed transportation, land use and greenhouse gas reduction legislation. Metro also sent a letter to Assemblymember Bonnie Lowenthal, Chair of the Transportation Committee, expressing Metro's desire to work with the committee to convene statewide stakeholder to discuss the CMP. However, since the Legislature adjourned on September 13, 2013, this issue will not be considered until 2014.

Metro also informed this office that it will further evaluate whether to continue to pursue statewide changes to the CMP or whether it should pursue other options to determine if existing statutes and its requirements present unique challenges for the Los Angeles County region and if so, how to address them.

Conclusion

Unless otherwise instructed by the Board, when the Legislature reconvenes for the second year of the 2013-14 Legislative Session on January 6, 2014, this office will continue to work and support Metro in its efforts to ascertain whether the Congestion Management Program is still an appropriate, useful, and consistent tool aligned with State and regional objectives.

We will continue to keep you advised.

WTF: RA
MR:AO:ma

Attachment

c: Executive Office, Board of Supervisors
County Counsel
Department of Public Works



WILLIAM T FUJIOKA
Chief Executive Officer

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June 27, 2013

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Board of Directors:

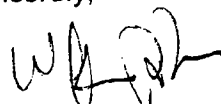
On behalf of the Los Angeles County Board of Supervisors, I am writing to express the Board's support for Metro to work with the County's Sacramento delegation to investigate, hold hearings and ascertain whether the Congestion Management Program (CMP), is still an appropriate, useful and consistent tool aligned with State and regional objectives.

Much has changed since the enactment of the Congestion Management Program in 1990 in the interrelationship between land use, transit and transportation, particularly with regard to transportation-related measures, such as: greenhouse gas requirements of the California Global Warming Solutions Act of 2006 (AB 32); requirements of the Sustainable Communities and Climate Protection Act of 2008 (SB 375); opportunities for additional transportation resources through the State's Cap and Trade Program; new performance measures currently under study for the Moving Ahead for Progress in the 21st Century Act (MAP-21); and the adoption of other measures that have created significant transportation investments throughout the County. The changes that have occurred prompt the need to reassess whether the CMP is still the appropriate program to accomplish the original objectives of the voter-approved initiatives that established the CMP.

Los Angeles County supports Metro's efforts to ascertain whether the CMP program is still aligned with and relevant to State and regional objectives and current transportation and land use measures.

Your consideration of this request is greatly appreciated.

Sincerely,


WILLIAM T FUJIOKA
Chief Executive Office

WTF:RA
MR:KL:ma

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